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LAND USE - CIRCULATION ELEMENT

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City of Lindsay

JANUARY, 1974



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City of Lindsay

LINDSAY, CALIFORNIA 93247

CITY COUNCIL

Donald K. Landers, Mayor
*ReDoy Kiesz, Mayor
Delwin J. Tiffin
Jim Chapman
Jay Webb
Gordon Hahnle

APPOINTED OFFICIALS

**Peter J. Byrne
*Richard Thompson, City Attorney
ReDoy Kiesz, City Attorney

PLANNING COMMISSION

Edgar Williams, Chairman
Maurice Bettisworth
*James Clausen
*Leonard Olmos
***D. A. Demanty
*Bill Newman
Louie Briones
Edna Durbin
Frank Scrivner
Paul Lencioni, Secretary
Darrell M. Hill, City Planner

DEPARTMENT HEADS

Dan Prizznick, Public Works
John Beene, Police Chief
Everette Taylor, Fire Chief
A. Maichrowicz, Recreation

*Resigned
**Retired
***Deceased

Hill, Darrell M.
City planning Lindsay
Land Util. "

This report was prepared by Darrell M. Hill, City Planner
Typing and assistance by Myrna Goins and Lynda Albert

RESOLUTION 73-33

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LINDSAY ADOPTING LAND USE ELEMENT AND CIRCULATION ELEMENT OF THE GENERAL PLAN.

At a meeting of the City Council of the City of Lindsay held on December 17, 1973, at 7:30 P.M. of said day at the City Council Chambers, City Hall, Lindsay, California, upon motion made by Tiffin, seconded by Chapman, the following resolution was adopted:

WHEREAS, the City Planner and the Public Works Director have prepared and presented the Land Use Element and Circulation Element for consideration by the City Council; and

WHEREAS, the Council has determined that the plan, as prepared, meets the requirements of Article 7 of the State Planning Law, and public hearings have been held in accordance with Section 65501 of Article 8 of said State Planning Law, and further, that said Council has considered the comments, protests and recommendations with regard to said Land Use Element and Circulation Element;

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Lindsay that the Land Use Element and Circulation Element of the General Plan be adopted, the same consisting of a map and a report as prepared by the City Planner with the following changes:

1. The property east of Oxford Avenue between Hermosa and Second Street be shown as industrial land use.
2. The property on the north side of Mariposa Street between Westwood Avenue and Highway 65 be shown as urban reserve district. Also that the property on the north and south side of Fresno Street between Westwood and Highway 65 be shown as urban reserve district.
3. The property on the south side of Tulare Road between Westwood Avenue and Ash be shown as multi-family residential district.
4. The property on the south side of Tulare Road between Ash and Highway 65 be shown as commercial land use.
5. The property south of Valencia Street to Lindmore Street between Foothill Avenue and the extension line of Cambridge Avenue be shown as residential-agricultural district.

ATTEST:

Paul Lencioni
City Clerk

Donald K. Landers
Mayor

RESOLUTION NO. 26

A RESOLUTION OF THE CITY PLANNING COMMISSION OF THE CITY OF LINDSAY APPROVING THE LAND USE ELEMENT AND CIRCULATION ELEMENT OF THE GENERAL PLAN.

At a Regular Meeting of the Planning Commission of the City of Lindsay, held on November 19, 1973, at 6:30 P.M. of said day at City Council Chambers at City Hall, Lindsay, California, upon motion made by Bettisworth seconded by Briones, the following resolution was unanimously adopted.

WHEREAS, the City of Lindsay is required to develop and adopt a General Plan, and

WHEREAS, the Planning Commission held a Public Hearing on the Land Use Element and Circulation Element of the General Plan,

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission hereby approves the Land Use Element and Circulation Element of the General Plan and recommends that the City Council adopt said Land Use Element and Circulation Element of the General Plan.

AYES: Bettisworth, Briones, Williams

NOES: None

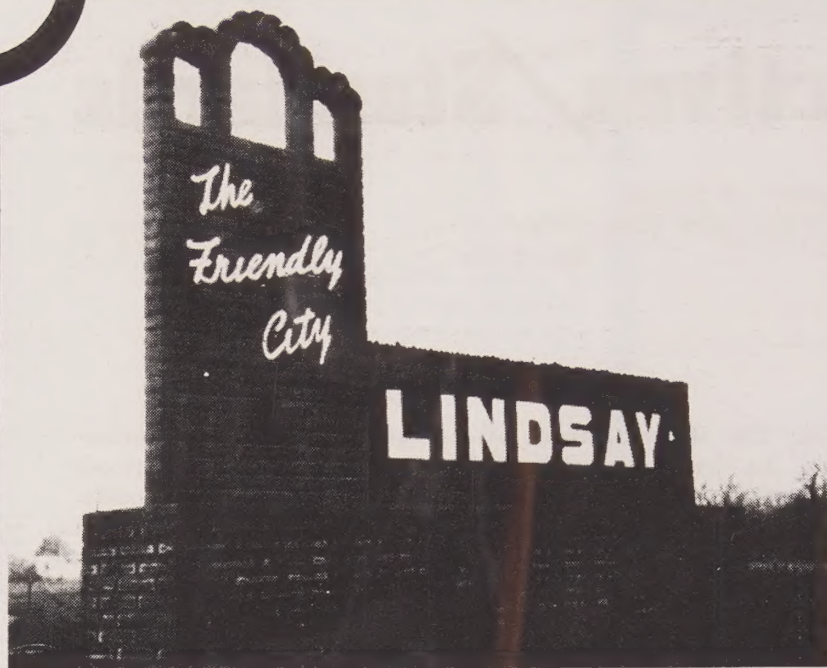
ABSENT: None

Edgar Williams
Chairman

ATTEST:

Paul Lencioni
Paul Lencioni, Secretary

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Summary and Recommendations

An effective guide for the city's growth and life style.

SUMMARY

The Problem

It is important and essential that all urban development and any redevelopment be achieved in an orderly manner. The City of Lindsay Land Use/Circulation Element of the General Plan provides a guide for such achievement. The element's function is to show where incompatible uses should be eliminated and to make living and working a more pleasant experience.

A well-planned orderly area is one where people enjoy living and shopping.

Analysis

Analysis of population, past, present and future with respect to growth trends, social and economic characteristics was undertaken. The future population and land use needs were estimated for the year 1985.

The amount of land for residential, commercial, industrial, parks, and public facilities were studied for estimated need. Then the best comprehensive location for each use was chosen.

Development

The Land Use Plan was developed over a two-year period. Assisting in its development was the City Planning Commission, City Council, City Staff, residents of the community, Realtors' Board and Chamber of Commerce. Those who provided data and resource information included JHK & Associates, Boyle Engineering, Tulare County Planning Department, Council on Intergovernmental Relations, and the Lindsay Gazette.

RECOMMENDATIONS

1. It is recommended that more growth be encouraged to the southwest area of the City.
2. Residential uses were divided into three categories: (a) Low, (b) Medium, and (c) High.
 - a. In general, low density uses are planned for 10,000 square foot lots or more. Residential/agriculture is low density.
 - b. Medium Density Residential uses take up the majority of residential land. This use is planned for areas adjacent to low density uses.
 - c. High Density Residential uses are located near the core of the City where they act as buffers for medium and low density uses.
3. Office and Professional uses are planned for the edge of the retail core of the City.
4. Four types of commercial uses are developed for the City: (a) Central Commercial, (b) Highway Commercial, (c) Neighborhood Commercial, and (d) Commercial Service.
 - a. Central Commercial is the core Commercial Area of the City.
 - b. Highway Commercial is located at Tulare Road and Highway 65, Hermosa and Highway 65, Lindsay Boulevard and Highway 65. Uses are automobile oriented.
 - c. Neighborhood Commercial are placed throughout the City near residential areas for convenience goods.
 - d. Commercial Service areas are located on the edge of the retail core.
5. Industrial locations are placed along both the Santa Fe and Southern Pacific Railroads.
6. Public uses include: (a) Public Facilities, (b) Schools, and (c) Parks.
 - a. Public Facilities (City Hall, Police, and Fire) are located within the core of the City. Public Works is located within an industrial area.
 - b. & c. Both Schools and Parks are located throughout the City, with one new park and drainage site proposed at the corner of Tulare Road and Harvard.



Objectives/Standards

"Men come together in cities
in order to live...the good life."
Aristotle

The Planning Area

The City of Lindsay Urban Planning Area covers approximately 4000 acres. The boundary of the area, in general, is Towts Hill on the North, Avenue 216 on the South, Visalia Electric Railroad to the East and Highway 65 to the West. The City area (that area bounded by the present City Limits) is a developed area with only 190 acres of vacant or agricultural land available for development. The remaining portion of the urban area (that area other than City Limits) contains three major developed areas; the Page Tract, Grimsley Tract, and Towts Hill area; however, the majority of the land is used for agriculture.

General Objectives

1. The Plan shall act as a General Guide to future development of land uses - residential, commercial, industrial and public.
2. The Plan shall attempt to separate incompatible uses, while allowing each land use sufficient area for development.
3. The Plan shall act as a comprehensive guide for public improvements and private investment.
4. The plan shall serve to protect and preserve the natural amenities and indicate open space that is to be retained or developed for parks and recreation. (In relationship to the City's adopted "Open Space Parks and Recreation Plan.")
5. The plan shall outline a system of highways and local streets to provide adequate and safe circulation within, and between various land uses. (In relationship to the City's "Traffic Operations Study", "Topics Study" and "Functional Classification System.")
4. The development of a regional shopping center in the west portion of the Planning Area, along Highway 65 is recognized. Convenience goods shopping center must be provided for residential neighborhoods to the east portion of the Planning Area.
5. The present Central Commercial area near the center of the City, and Southern Pacific Railroad (Sweetbrier Street) must be recognized as an essential land use. However, it, together with "downtown" area should be planned and redeveloped for a more attractive and aesthetic value. Screening from adjacent industrial uses should be developed.
6. The circulation system must be designed to handle automotive bikeway, and pedestrian traffic at levels commensurate with the population estimates.
7. Exclusively residential areas are to be isolated and protected from heavy traffic volumes.
8. Growth of the City should be generally South and West.
9. All annexations and development should comply to the "Master Water and Sewer Study".
10. Where possible the concept of "Planned Unit Development" should be encouraged.

STANDARDS

1. Population estimates for the Planning area are:

1970	-	8,000
1980	-	10,400
1990	-	13,300

2. Residential uses are divided into these densities:

Low -	Not more than 4 dwelling units per acre.
Medium -	Not more than 7 dwelling units per acre.
High -	Not more than 43 dwelling units per acre.

Precise control of these densities is to be secured through provisions of the Zoning Ordinance.

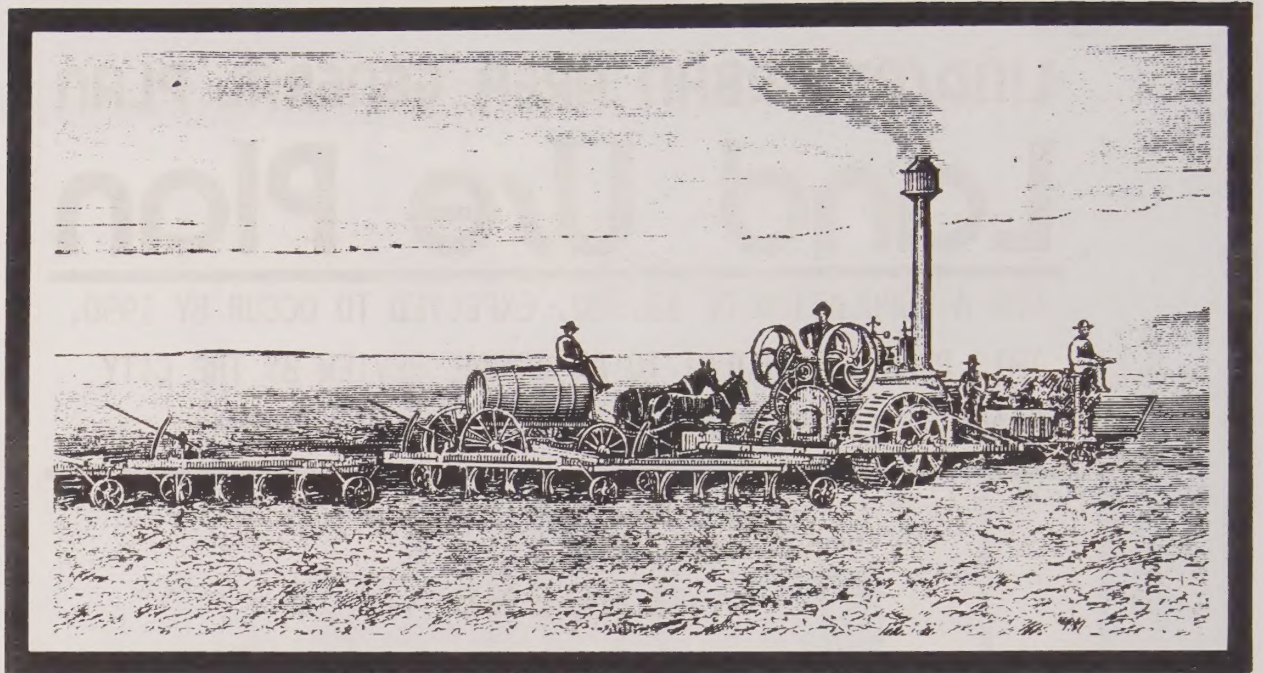
3. The present Central Business District is to be strengthened and operated more efficiently. ("TOPICS" Parking Proposals are to be enacted.) "Strip Commercial" Development along major streets is to be discouraged.

RECOMMENDATIONS GENERAL

With the Implementation of the Land Use/Circulation Plan, the following items should be developed as soon as City Staff and Governmental processing time allows:

1. The City's present Subdivision Ordinance is to be replaced by a more comprehensive, refined ordinance, with updated fees and charges for filing, mapping, etc.
2. The new Subdivision Ordinance will include an Open Space Parks and Recreation funding section. It is recommended that an additional funding ordinance be developed which would require 1/2% to 1% on all building permits. (All funds would be for the development and maintenance of existing and proposed park sites.)
3. The City's Zoning Ordinance is to be updated to comply with the Land Use Element of the General Plan.
4. A new section to the Zoning Ordinance be developed that would require site plan review of any major development. (Stores, subdivisions, & industries.) Landscaping and desirable design standards are to be recommended. No building permit would be issued until the "Site Plan" conforms to the City's desirable standards.
5. All fees and charges be updated in the City's Zoning Ordinance for zone changes, variances and conditional use permits.

This old copper plate, depicts a reversible steam tractor drawing a number of gang plows on the Lindsay plains in the early 1900's.



Plan Implementation

The adoption of a General Plan by the City of Lindsay confers upon the Planning Commission and City Council a number of additional duties and responsibilities. (Sections 65400 et seq of the Government Code.) They include the following measures for implementation of the plan and its goals and policies:

1. The Planning Commission and City administration shall recommend to the City Council ways of putting the plan into effect; these may include plans, regulations, financial reports, and capital budgets;
2. Report annually to the City Council on the status of the plan and its progress of application and implementation;
3. The city offices shall promote public interest in and understanding of the plan.
4. The Planning Commission and City Council shall consult with a wide variety of public and private agencies and with citizens generally with relation to carrying out the general plan;
5. Review the coordinated program of proposed public works for each fiscal year as to conformity with the adopted general plan.
6. The Planning Commission and City Planning office shall review and report on the conformity of real property acquisitions and disposals and public construction with the adopted general plan (refers to acquisitions, etc. by the City, the County and by other local agencies).
7. The office of City Planning shall develop regulations limiting the location of buildings and other improvements with respect to existing or planned rights of way;
8. Regulations of the use of land and buildings, the height and bulk of buildings, and the open spaces about buildings;
9. Street and highway naming and numbering plans;
10. Such other matters which will accomplish the purposes of this chapter, including procedure for the administration of such regulations.

History

In 1888, Captain A. J. Hutchinson, a retired officer of the British Army, with a background of experience in the Pacific Islands, headed a group of Los Angeles investors to this area. The group purchased, for \$30.00/acre, 2160 acres of what is now part of the City of Lindsay. They immediately put 1000 acres on the market; hence, the seed of urban development was planted.

By 1901, land owners and ranchers organized the Lindsay Board of Trade. By this time 1319 acres of oranges and 354 acres of lemons had been planted. During the season of 1900-1901, Lindsay's five citrus packing houses shipped 133 cars of oranges and 21 cars of lemons from the district's young groves.

It was time for self government, time to incorporate the growing town of Lindsay whose population by that time was estimated at 1700. Here the Board of Trade definitely figured, though it took three tries before incorporation was achieved. After a number of meetings in which, according to the record, the leaders of the Lindsay Board of Trade were prime backers, an election first was held on July 10, 1909, calling for the incorporation of an area embracing 20 square miles. It almost carried. The vote was 73 for to 87 against.

Save for 15 votes Lindsay might now be a city of huge land area, encompassing a municipality 5 miles long by 4 miles wide (but not as large as Los Angeles). A second try, this time for a little over 900 acres, failed late in December of the same year by a vote of 29 to 91. Then on February 20, 1910, Lindsay's incorporation was voted, 193 for to only 35 against. The area included was 970 acres.

Today, Lindsay's incorporated area has 948 acres of completely developed area. However, Lindsay continues to be an agricultural leader in the heart of Tulare County.

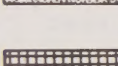
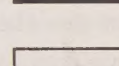
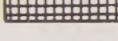
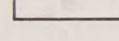
Today, Lindsay is also an industrial leader. Lindsay Olive Growers' plant (LOG) is the world's largest producer of olives; a new company, SWORLCO, is the only juice plant in Tulare County; not to mention the numerous other companies such as Perma-Rain, General Cable, Brogdex Company, and others that give Lindsay its industrial independence.

In short, Lindsay's history can be summed up in LOG's advertising campaign slogan, "Lindsay, a Nice Town, a Great Olive."

LINDSAY URBAN AREA GENERAL PLAN Land Use Plan

FOR A POPULATION OF 13,300, EXPECTED TO OCCUR BY 1990.
THIS PLAN IS SUBJECT TO AN ANNUAL REVIEW BY THE CITY
PLANNING COMMISSION.

LEGEND

	RESIDENTIAL, LOW DENSITY		COMMERCIAL
	RESIDENTIAL, MEDIUM DENSITY		COMMUNITY FACILITIES SCHOOLS
	RESIDENTIAL, HIGH DENSITY		RESIDENTIAL/AGRICULTURE
	OPEN SPACE/PARKS		INDUSTRIAL
	PROFESSIONAL		URBAN AREA (RESERVE AREA)
	FLOOD PROFILE		NON-URBAN AREA

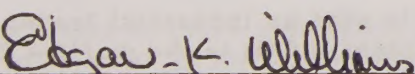
SCALE IN FEET
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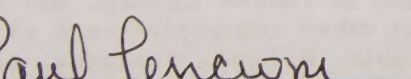


Note: Existing and Proposed Land Use Data is shown on
page seven of this report.

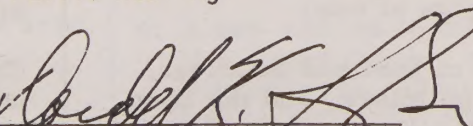
CERTIFICATION:

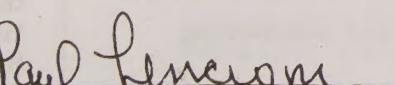
I hereby certify that this Plan has been officially adopted by the City Planning Commission of the City of Lindsay, California on this 19th day of November, 1973, after holding required Public Hearings.

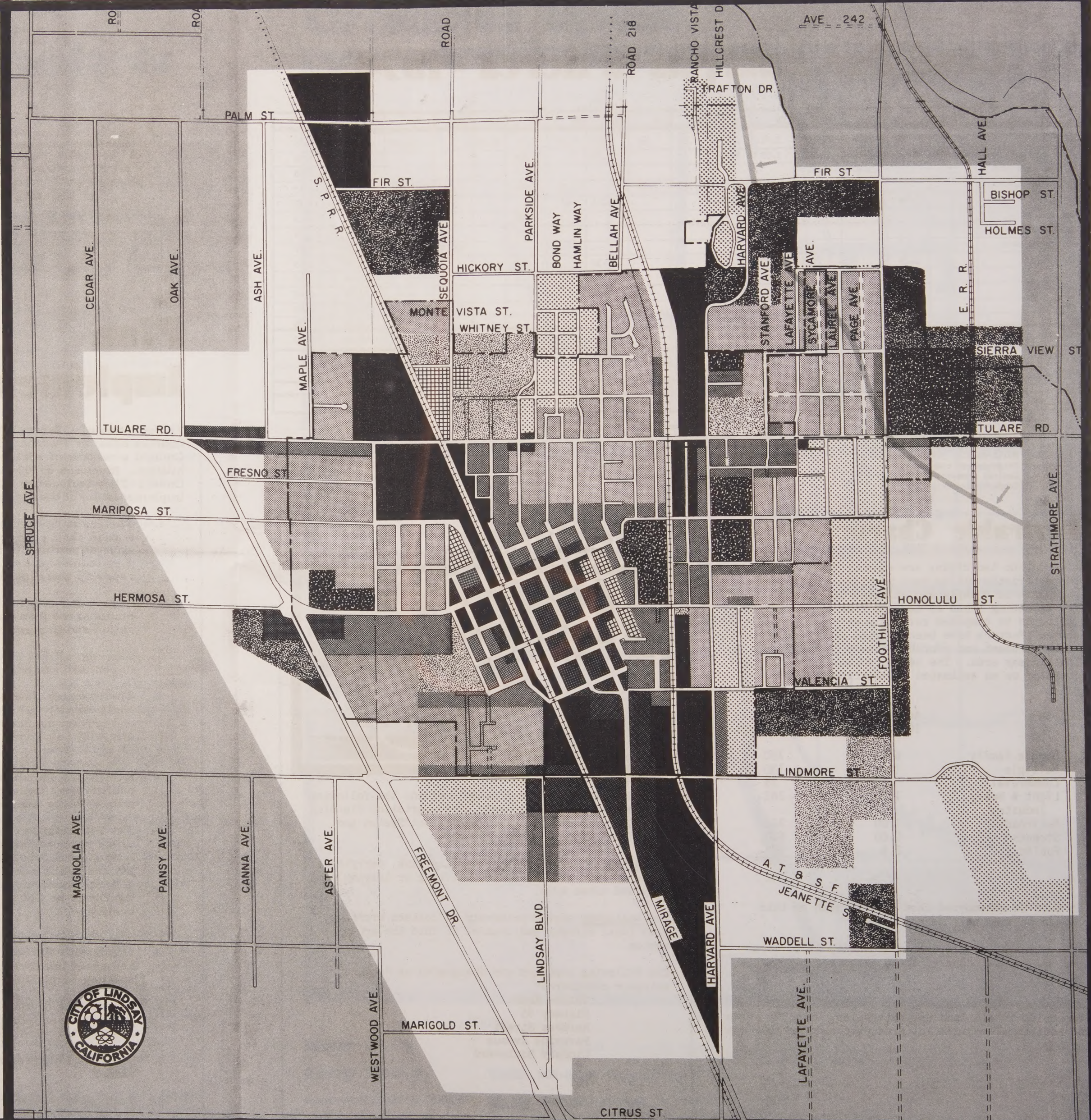
Signed: 
Chairman

Attest: 
Secretary

I hereby certify that this Plan has been officially adopted by the City Council of the City of Lindsay, California on this 17th day of December, 1973, after holding the required Public Hearing.

Signed: 
Mayor

Attest: 
City Clerk



Land Use Analysis in Acres - 1974

	R-1-6	R-1-10	RM-1	RM-3	CN	CC	CS	CH	ML	MG	PO	RA	RSC	UR	TOTAL	%
SINGLE FAMILY	177.32	57.89	17.86	47.50	2.71	2.64	.95	.65	.60	4.27	7.47	36.39		135.51	491.76	51.86
MULTI. DWELLING	2.64		3.27	9.90	1.97	4.28			.70		1.62				24.38	2.58
TRAILER, MOHO PARK			3.60	16.11											19.71	2.08
COMMERCIAL SERVICE		.65			6.21	46.67	17.12	2.64		11.51	.28			1.71	86.79	9.15
MANUFACTURING, IND.		5.26				2.35			95.01	4.27				18.23	125.12	13.19
OFFICE						7.83					6.98				14.81	1.56
PARKING LOT					1.64	4.24					3.29				9.17	.96
PARKS/OPEN SPACE													40.90	27.48	68.38	7.22
CHURCH	1.67	2.29		7.55	.40	.65			.32		.82				13.70	1.45
PUBLIC						7.94									7.94	.83
UTILITY	3.94								1.68				4.93	2.28	12.83	1.35
SCHOOLS													71.04		71.04	7.49
TRUCKING	2.62														2.62	.28
DEVELOPED AREA	188.19	66.09	24.73	81.06	12.93	76.60	18.07	3.29	98.31	20.05	20.46	36.39	116.87	185.21	948.35	100.00
AGRICULTURE		30.58		13.15				16.33	35.19	25.66	3.29	18.92	5.92	1968.53	2114.28	
VACANT	49.77	2.96		11.50	.40	2.94	2.01	7.56	10.19	13.80		7.56	10.00	68.70	190.68	
TOTAL	237.96	99.63	24.73	105.71	13.33	79.54	20.08	27.18	143.69	59.51	23.75	62.87	132.79	2222.44	3253.21	
% DEVELOPED	79.08	66.33	100%	76.68	96.99	96.30	89.99	12.10	68.41	33.69	86.14	57.88	88.01	8.33	29.15	

R-1-6 Single Family, 6,000 sq. feet
R-1-10 Single Family, 10,000 sq. feet
RM-1 Multi-Family, 1,000 sq. feet
RM-3 Multi-Family, 3,000 sq. feet
CN Neighborhood commercial
CC Central Commercial
CS Commercial service

CH Highway Commercial
ML Limited Industrial
MG General Industrial
PO Professional Office
RA Residential - Agricultural
RSC Recreation, School, Conservation
UR Urban Reserve

Total Urban Area - 4020.00 Acres
Total Streets, Roads - 766.79 Acres

Desirable Characteristics

Although no two cities are exactly alike, studies of characteristic cities have provided us with some signposts to orderly and balanced development. The following table is derived from those studies. It should be compared carefully with the information above. Factors have been weighed after consideration of the present and probable future land patterns in the Lindsay area. The second column below has been computed on an estimated population of 13,000.

Use	Acres per 100 people	Acres Required
Single Family	6.0	780
Multiple	1.0	130
Commercial	.50	65
Light & Heavy Industry	1.25	162
Railroad	1.00	130
Streets	5.00	650
Public	2.5	325
		2,242

It must be remembered that a Table such as this should be used only as a guide.

Presently the City's over-all density is 16 acres per 100 people compared to 12 acres per 100 people in 1958.

The proposed land use map was developed for future expansion in all land use categories, with 324 acres of additional residential area proposed; an increase of 65%.

Circulation



The city's circulation element contains the following adopted reports and systems: Transportation Planning Study, TOPICS Report, plus, the Select System and Functional Classification System.

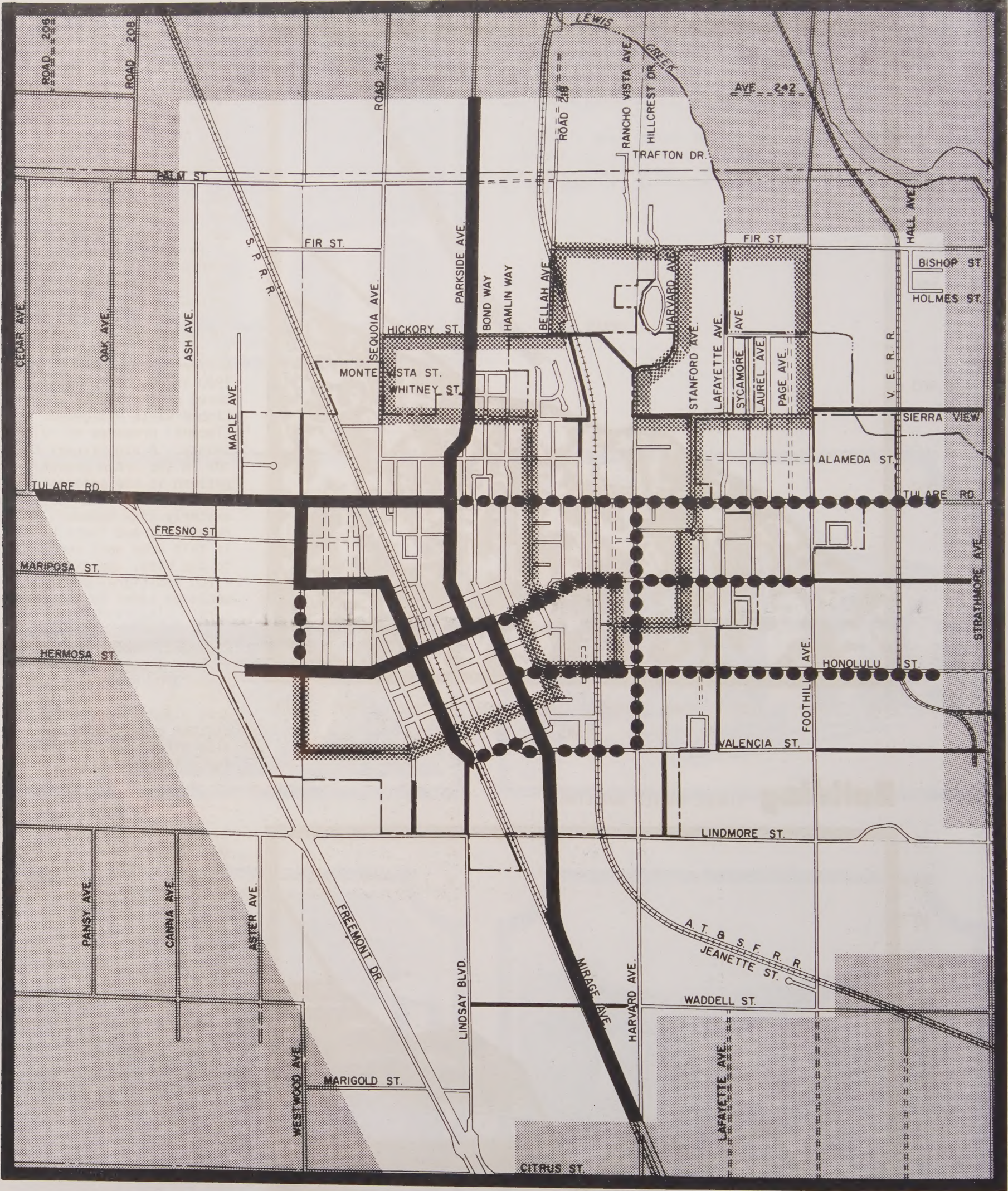
The arterial serves as a connecting link, carrying a major portion of the traffic entering or leaving the city and urban area.

The collector serves primarily to collect traffic from local streets and channel it into the arterial system.

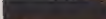
The following roadways are designated as "scenic entrance corridors:"

Tulare Road
Highway 65
Hermosa Street
Parkside Avenue
Lindsay Boulevard

Circulation System

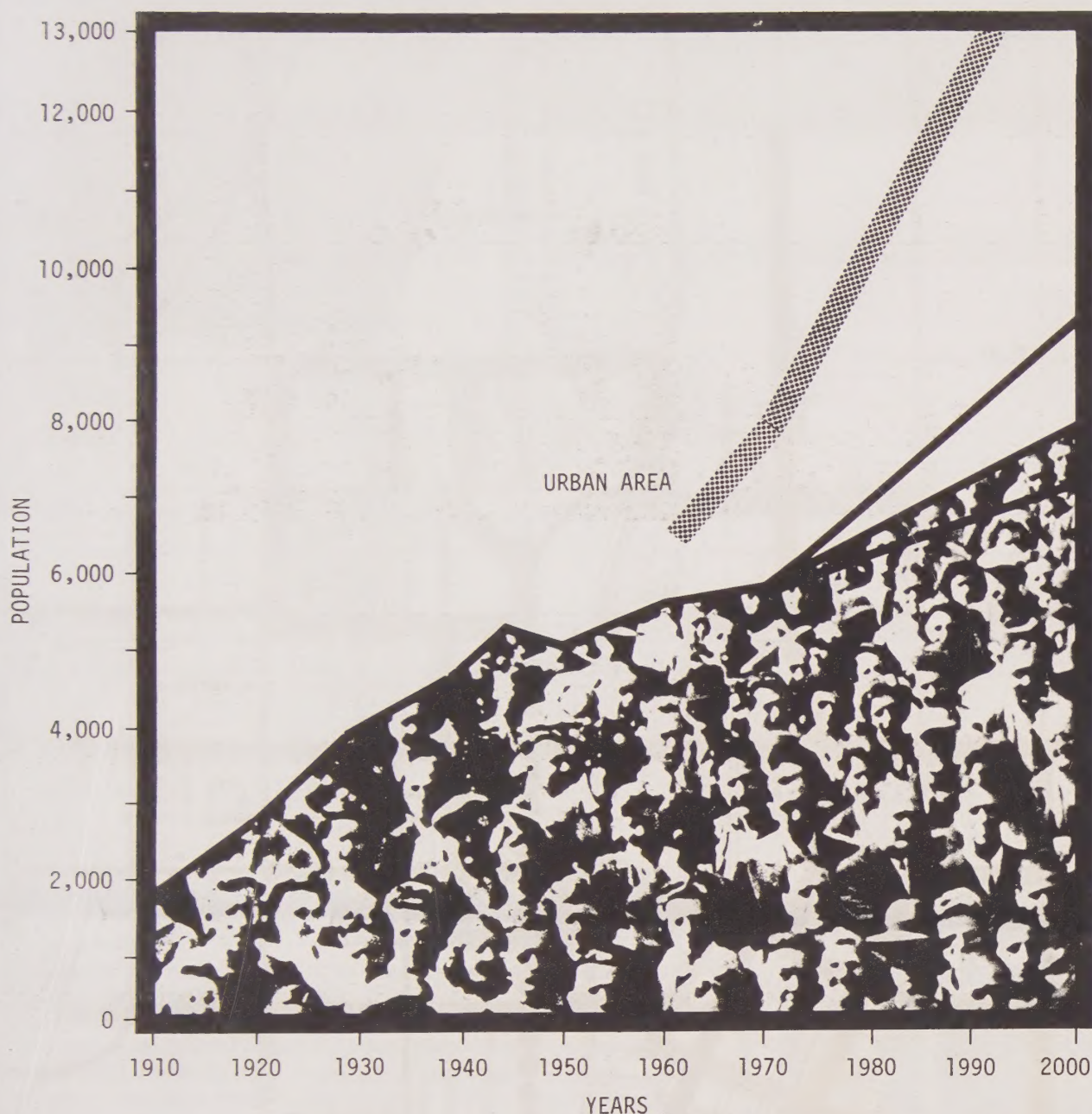


LEGEND

- | | |
|---|--|
|  ARTERIAL |  URBAN AREA (Planning Area) |
|  COLLECTOR |  NON-URBAN (Agricultural) |
|  FUTURE ALIGNMENT |  PROPOSED BIKEWAY |



Population CITY AND URBAN AREA

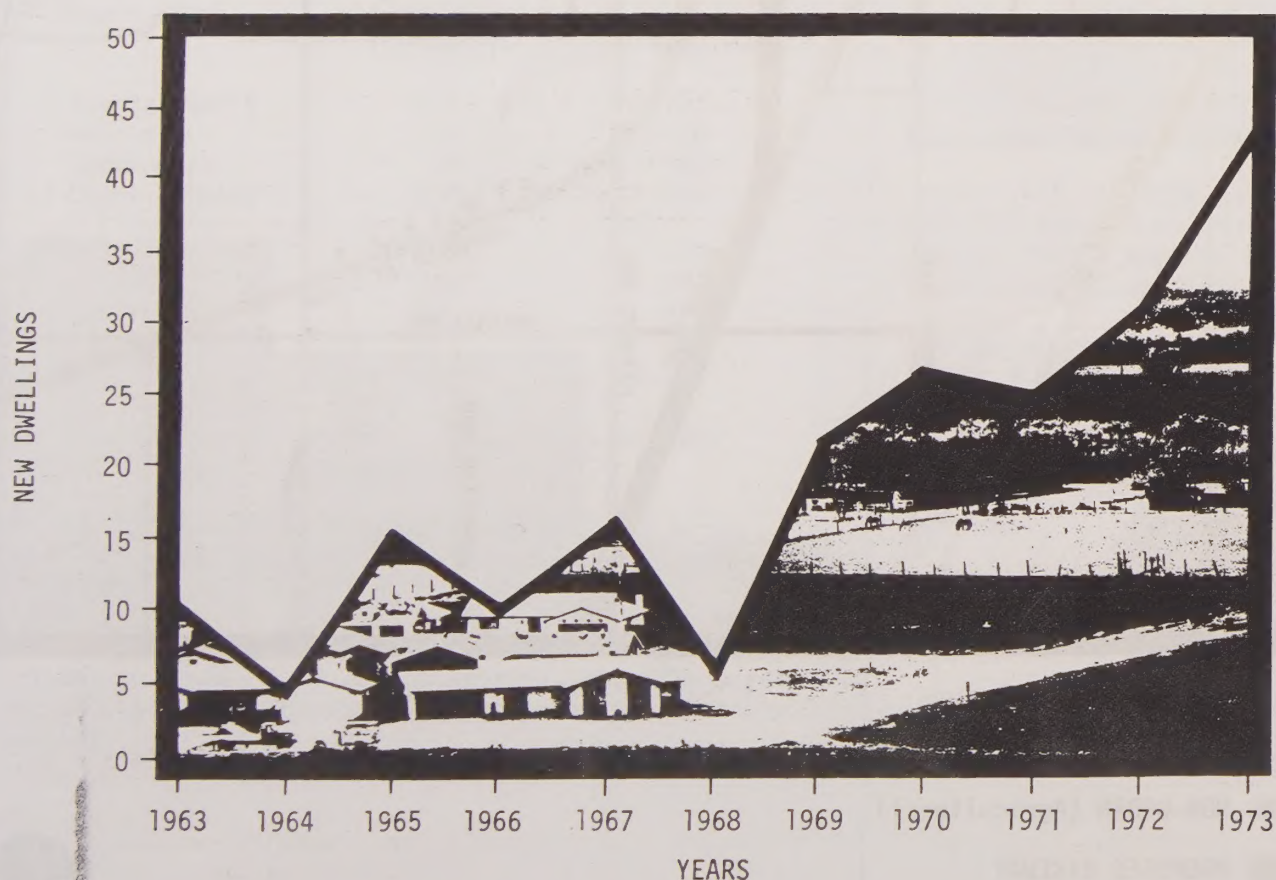


The historic populations of Lindsay, along with the urban area growth projections for the census years 1910 through 2000, are shown on this chart. The 1972 population shown is based on data from the State Department of Finance.

The increased population for the period between 1940 and 1972 was 1,200 persons, or about 17 percent. The average increase per decade was approximately 8.5 percent. The population of the urban planning area, including but not limited to the city limits, was estimated to be 6,600 in 1960 and 8,000 in 1970, based on the "Water and Liquid Waste Management Element" prepared by Tulare County. A significant factor in the urban growth pattern is the adjacent development to the north-easterly city boundary, Page Tract and Towts Hill. If this area were annexed to the City, approximately 1,200 additional people would be added to the corporate City Limits.

Pleasant, useful and economic city growth depends on proper and effective land planning. Land planning does place a limit on population growth, and it also directs the community's life style.

Building SINGLE FAMILY DWELLINGS

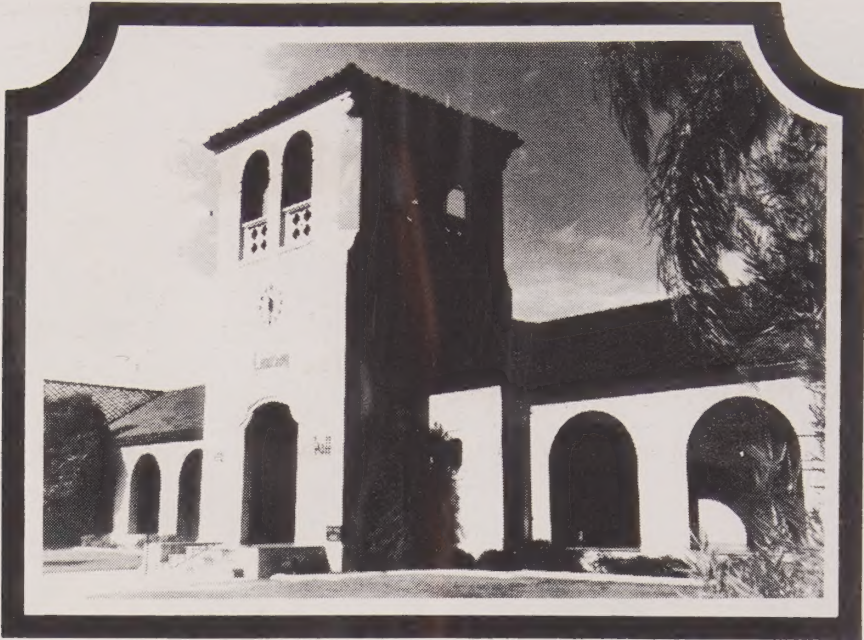


Lindsay's single family dwelling building activity has been somewhat slow in the past. However, from 1970 this pattern has been changing. Between 1972 and 1974 Lindsay will see 13% of its total housing stock emerge from new subdivisions.

Industrial development has also shown an increase. Between 1971 and 1972 Lindsay had the highest industrial development in Tulare County with three new plants valued at \$876,000.

Both land uses have been planned for expansion. However, any development will be subject to comprehensive review to check its impact on the community.

FACILITIES TO SERVE THE CITY...



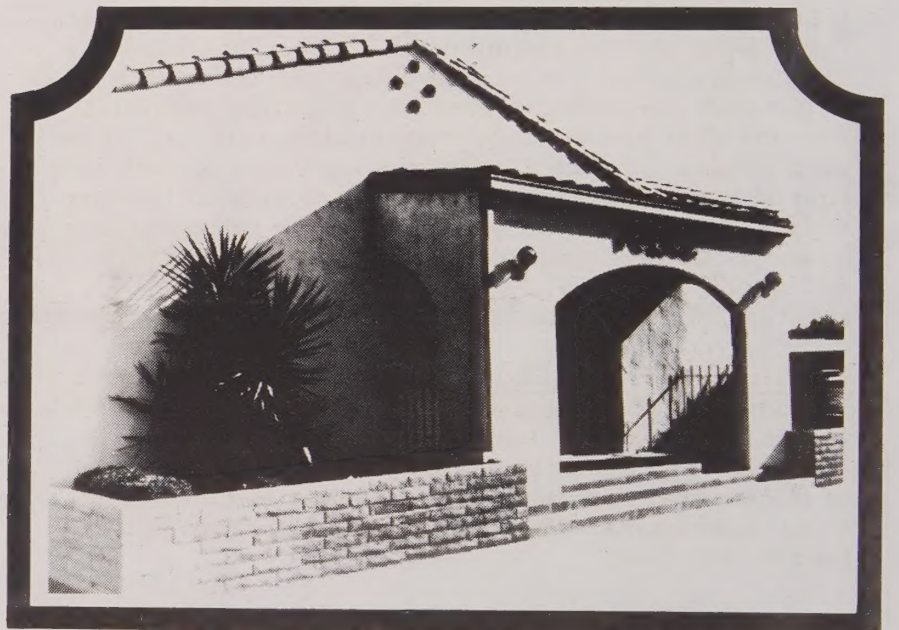
LINDSAY CITY HALL

Information compiled as background for the plan provides the City and its business Community with facts about the City of Lindsay. The data includes facts about population, land use, circulation, public facilities and problems of physical and aesthetic development.

The plan's area growth pattern is established to provide complete and effective services without the need for new public facilities. However, this does not apply to the need of additional manpower.



FIRE DEPARTMENT



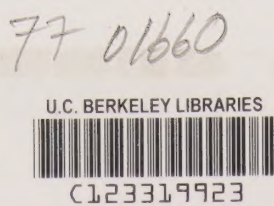
POLICE DEPARTMENT



PUBLIC WORKS DEPARTMENT



LINDSAY LIBRARY



INSTITUTE OF GOVERNMENTAL STUDIES LIB
109 PHILOSOPHY HALL
UNIVERSITY OF CALIFORNIA
BERKELEY, CA 94720

Environmental Impact

"The Good Lord is makin' more people,
but he ain't makin' no more land."

Will Rogers

PROJECT DESCRIPTION

The General Plan Land Use/Circulation Element is a comprehensive, long range, general guide for the development of the City. It is comprehensive in that it deals with all possible elements which affect the growth and development of a city. The plan is long range in the sense of looking into the future 10-20 years and projecting events, anticipating potential development and defining community policies. It is also general in that it proposes concepts for the location of land uses and circulation systems of the city which, upon adoption, will require the preparation of a specific "zoning ordinance" and "subdivision ordinance" which will be more exact in terms of location, dimensions, and development standards.

ENVIRONMENTAL SETTING

The general physiographic location of the plan area is the southeasterly end of the Pacific Mountain system. The area is located on the easterly side of the central San Joaquin Valley and is relatively flat. Elevations within the area range from 370 feet to 390 feet.

Generally, the area is agricultural use. Weather and soil conditions have favored the development of extensive citrus and olive groves.

HUMAN ENVIRONMENT

Although the planning area is somewhat agrarian in nature, industrial employment within the planning area has become more diversified with the development of the General Cable Corp., Champion Home Builders Co., Perma-Rain Co., and California Reel Company.

The high degree of industrial employment within the planning area contrasted with the relatively low urban population indicates that the Lindsay area is a net importer of employees from other areas of the county (particularly from the Porterville and Visalia-Woodlake areas).

At present there are two elementary schools, a junior high school, and a senior high school serving the Lindsay area. The City has developed recreational facilities which consist of a city park, a memorial building, a 9-hole golf course and club house, a ball park, and public use of the school grounds. (The City has an adopted "Open Space/Parks and Recreation Plan", an element of the General Plan.)

The City's housing conditions and trends, cost of housing, and income of families are incorporated in the adopted "Housing Report" of Tulare County, an element of the General Plan.

IMPACTS OF GROWTH

Increases in the designation of exact land uses will permit areas of community growth. As a result, demands may be placed on all public utilities and community services.

SHORT-TERM USES OF THE ENVIRONMENT VERSUS LONG-TERM PRODUCTIVITY.

The short-term uses of the Planning Element is that of a land use guide for the improved living environment of the community; hence a better quality of living.

The short-term interests are weighed against the long-term implications of the plan which mainly involve growth and development of the area. A trade-off of urban development for producing agricultural land represents the loss of a non-renewable, valuable resource to future generations. However, this trade-off is unavoidable.

OBJECTIONS TO THE PROJECT

There are no known objections to the Planning Project. A public hearing was held.

ADVERSE IMPACTS

Adverse impacts of the project will be the unavoidable development of agricultural land, additional roads and thus additional air pollution.

MITIGATION MEASURES

The following mitigative measures are incorporated into the project to minimize impact:

1. All industrial development will be required to provide a buffer area from adjacent land use.
2. An urban reserve area has been established to minimize and concentrate development in an orderly, comprehensive manner. The reserve area is agricultural land use.
3. All major developments will be subject to Planning Commission review prior to building permit approval.

Other mitigative measures will be found in the plan implementation and policy section of the plan.

FINAL STATEMENTS

Although the project and its environmental impact are somewhat general in nature, individual projects or development are subject to their own environmental impact findings.

(Complete EIR on file in the Lindsay City Hall)